



Strategic Highway Corridors

north carolina department of transportation



Strategic Highway Corridors

Mobility and Connectivity

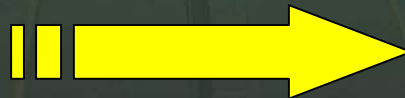
Economic Prosperity

Environmental Stewardship

Goals

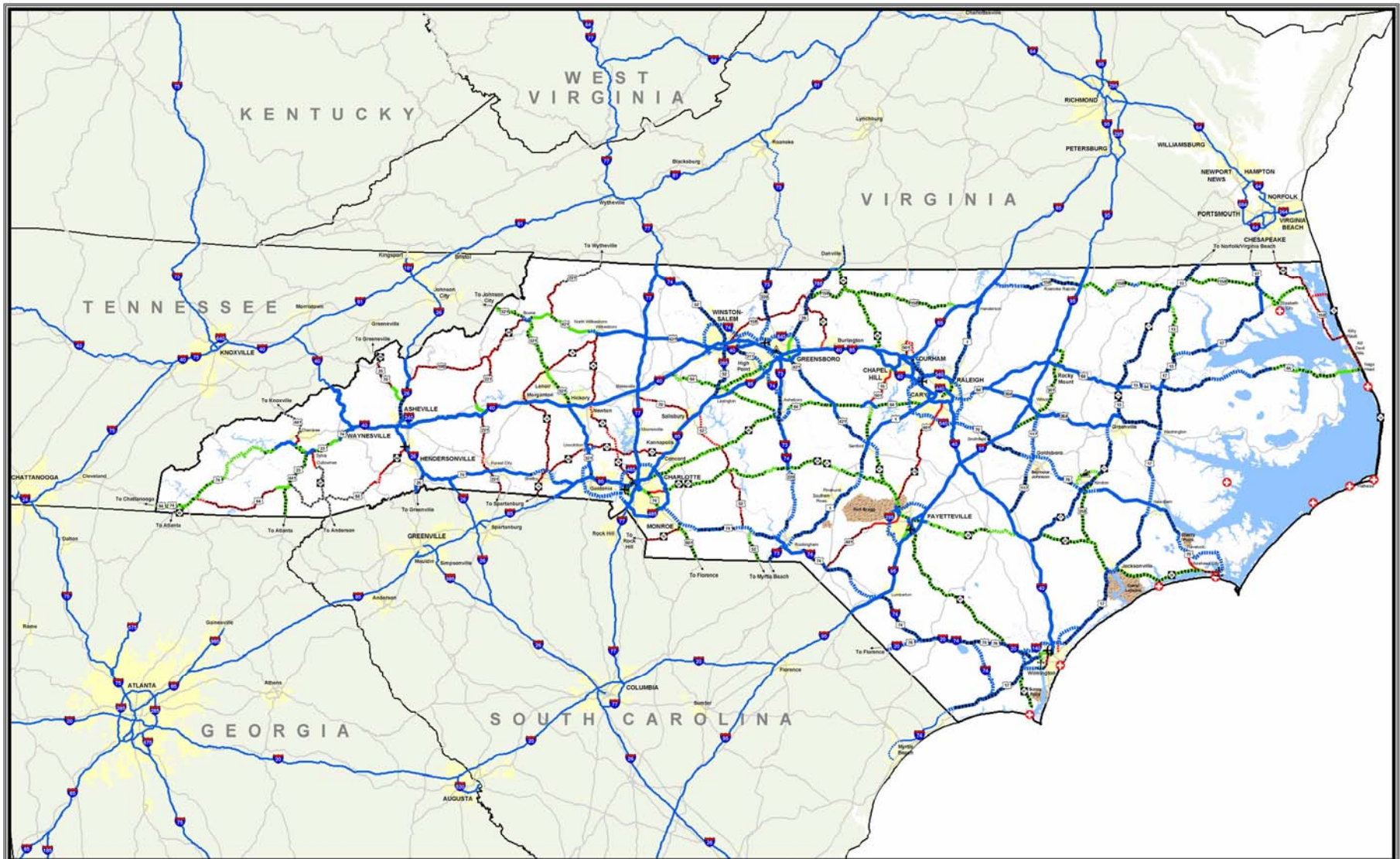
Create a Network of High-Speed, Safe, and Reliable Highways

- Develop an Up Front Vision for each Corridor
- Affect Long-Term Decision Making
 - Funding
 - Project Planning & Design
 - Driveway Permits & Traffic Signals
 - Local Land Use



Objective Criteria

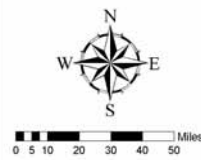
- **Mobility:** Significant Traffic Volumes and Vital to the State's and/or Region's Interest
- **Connectivity:** Provides a Connection between Activity Centers
- **Interstate Connectivity:** Provides a Connection between Existing and/or Planned Interstates
- **Interstate Reliever:** Currently Serves or has Potential to Serve as a Reliever Route to an Existing Interstate Facility



Vision Plan

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



Prepared By:
The North Carolina Department of Transportation
Transportation Planning Branch
Base Map Date: March 29, 2004

Legend

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

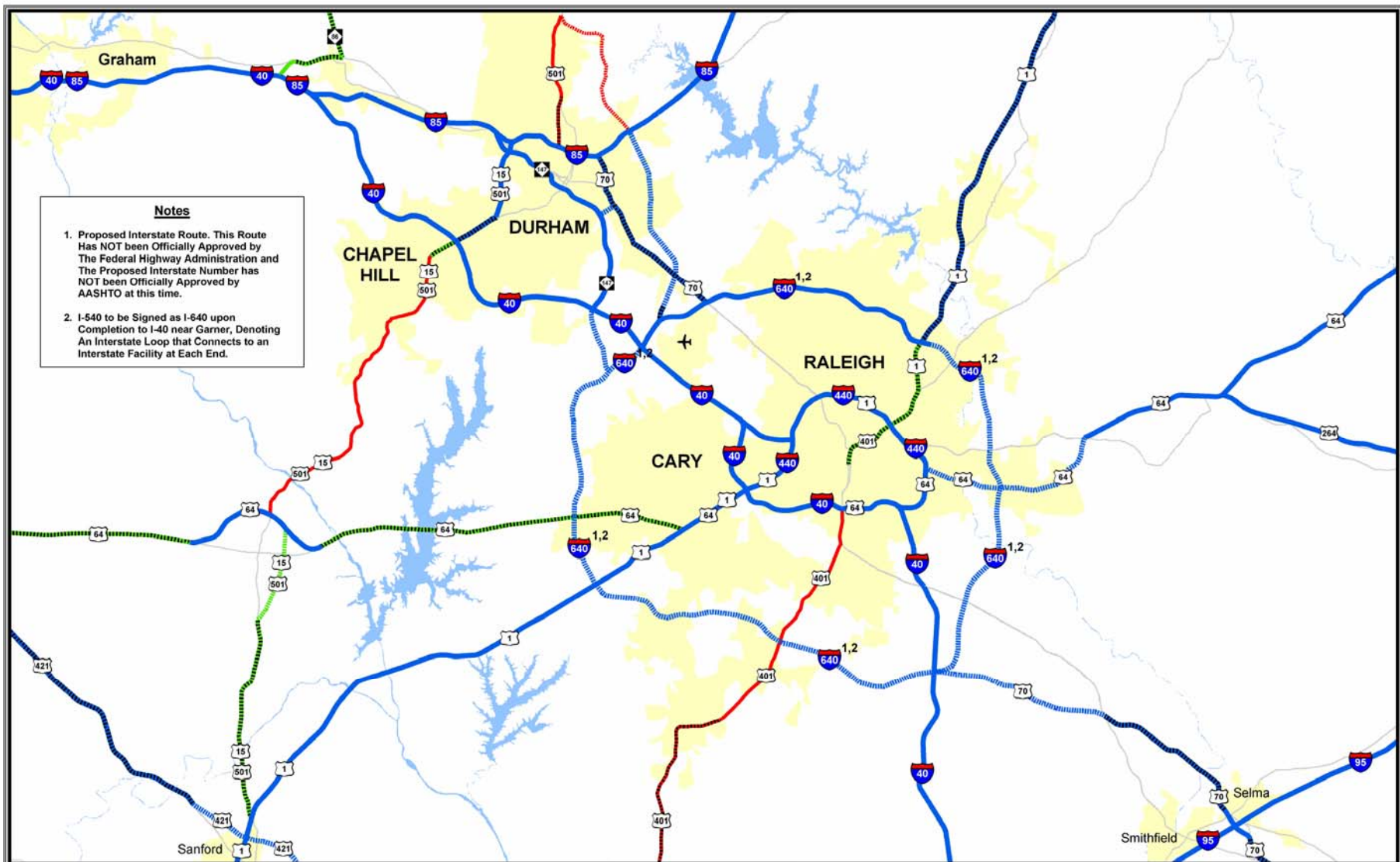
Boulevards

- Existing
- Needs Upgrade
- Recommended

Thoroughfares

- Existing
- Needs Upgrade
- Recommended

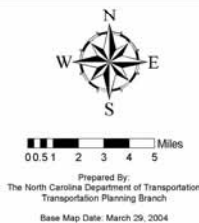
- US/Other Route
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



**Vision Plan
Triangle Area**

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



Legend	
Freeways	Boulevards
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
Expressways	Thoroughfares
Existing	Existing
Needs Upgrade	Needs Upgrade
Recommended	Recommended
	US/Other Route
	State Port
	Major Airport
	Intermodal Connector
	Coast Guard Station
	Major Military Base
	Urban Area
	Water Features

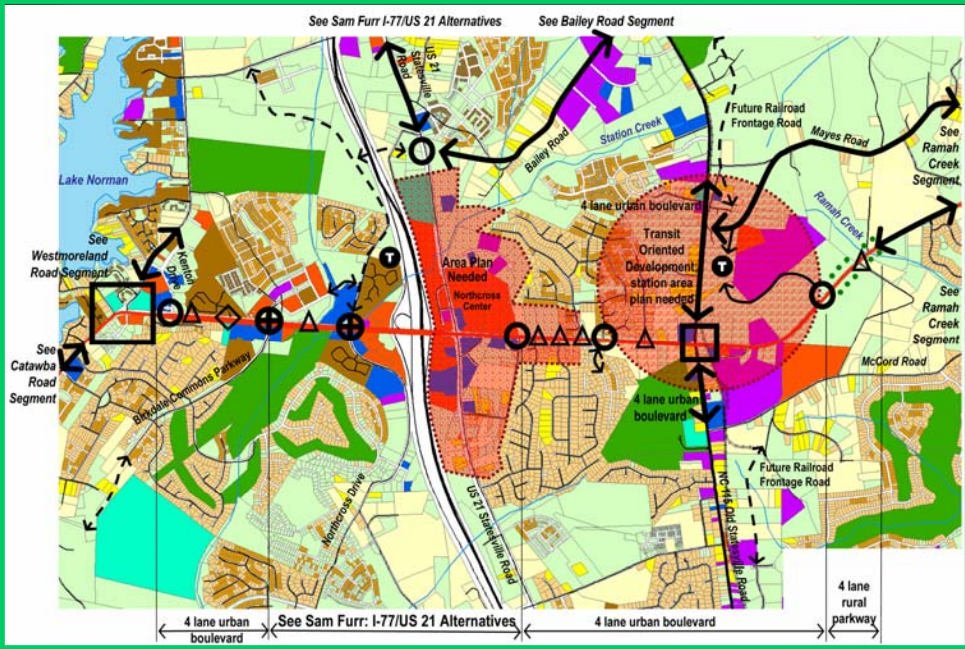
Implementation

Multi-Agency Partnership Focus Areas

- Education
- Long-Range Planning
- Project Planning and Design
- Land Use
- Corridor Protection
- Corridor Access

Land Use

- Consistent and Compatible Decisions
- Indirect and Cumulative Impacts Analysis
- State and Local Agreements



Land Use

The Land Use/Transportation Connection



Land Use

Definition of "Land Use"

- Not just the uses themselves
- How land is used...
 - Site design - form, intensity/density
 - Relationship to other uses
 - Where and at what rate development occurs

Land Use Policy Guidelines

Site design – form, intensity/density:

- Land Development Principles
- Connectivity

Relationship to other uses:

- Access Management
- Vitality of Existing Highway Corridors
- Redevelopment

Where & at what rate development occurs:

- Managing Development
- Growth Management

Policy Guideline #1

Land Development Principles

Promote adherence to land development principles to minimize local trips on highway.

Policy Guideline #1

Land Development Principles

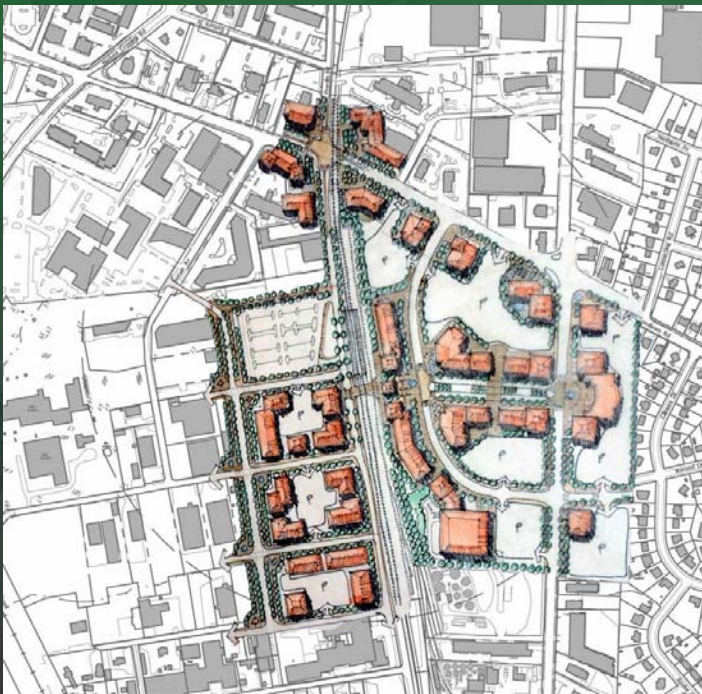
Encourage concentration and mixture of uses to minimize the number and length of local trips.



Policy Guideline #1

Land Development Principles

Establish site design standards to promote development patterns that accommodate multi-modal transportation.



Policy Guideline #1

Land Development Principles

Design and locate parking to help create more balanced auto and pedestrian environments.



Policy Guideline #1

Land Development Principles

Design and locate parking to help create more balanced auto and pedestrian environments.



Policy Guideline #1

Land Development Principles

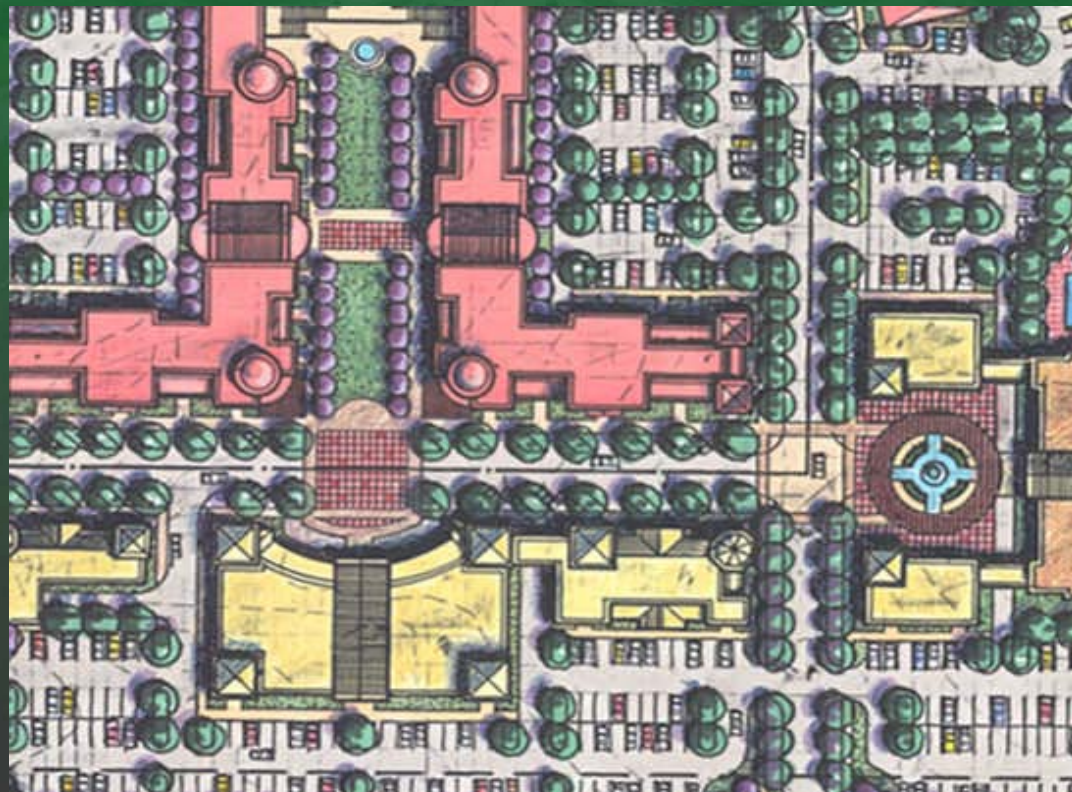
Design and locate parking to help create more balanced auto and pedestrian environments.



Policy Guideline #1

Land Development Principles

Design and locate parking to help create more balanced auto and pedestrian environments.



Policy Guideline #2

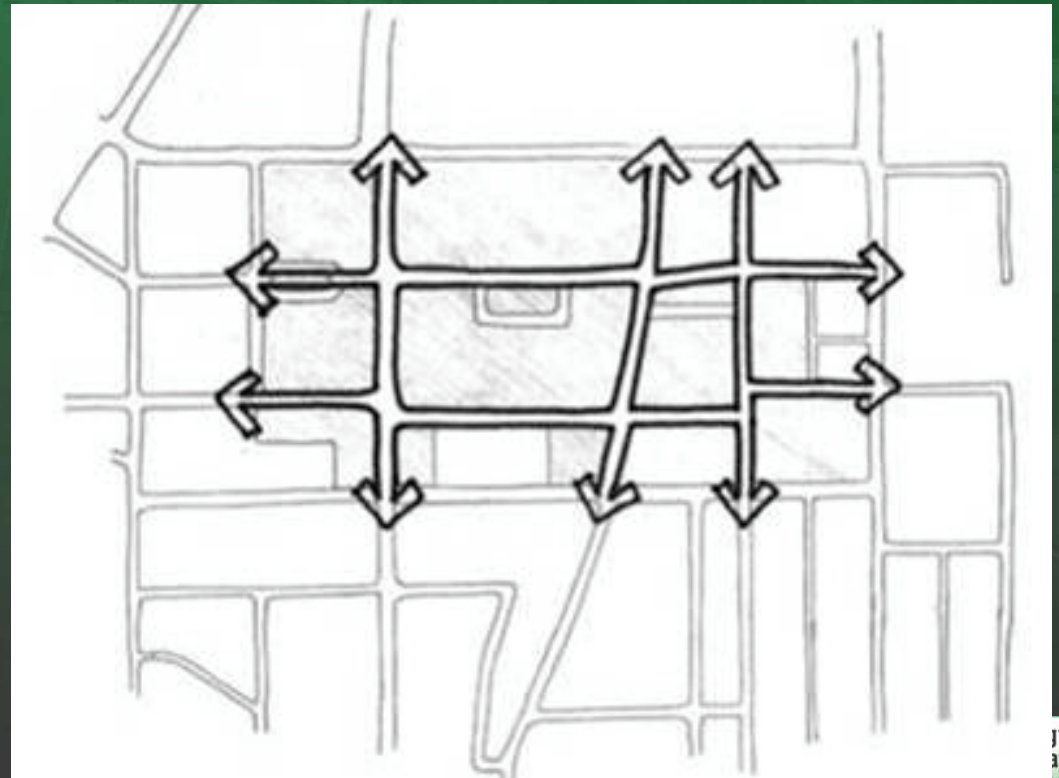
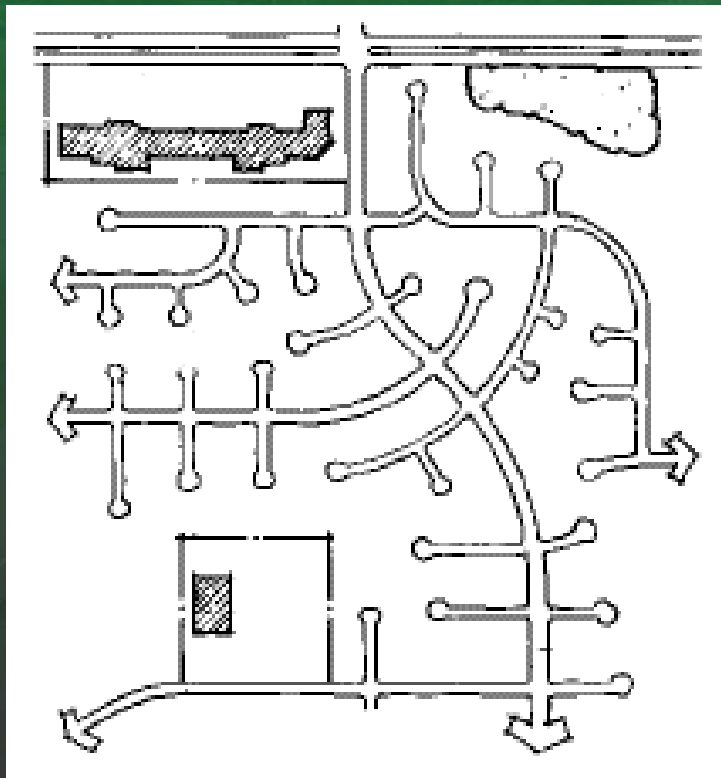
Connectivity

Support efforts to increase connectivity within and between developments.

Policy Guideline #2

Connectivity

Foster the creation of a dense and highly connected street system.



Policy Guideline #2

Connectivity

Encourage connectivity for pedestrian and bicycle travel by requiring a continuous network of pathways that link to roads and adjacent developments.



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Policy Guideline #2

Connectivity

Require multiple points of ingress and egress for new developments.



Policy Guideline #3

Access Management

Manage access in a manner that reduces congestion levels.

Policy Guideline #3

Access Management

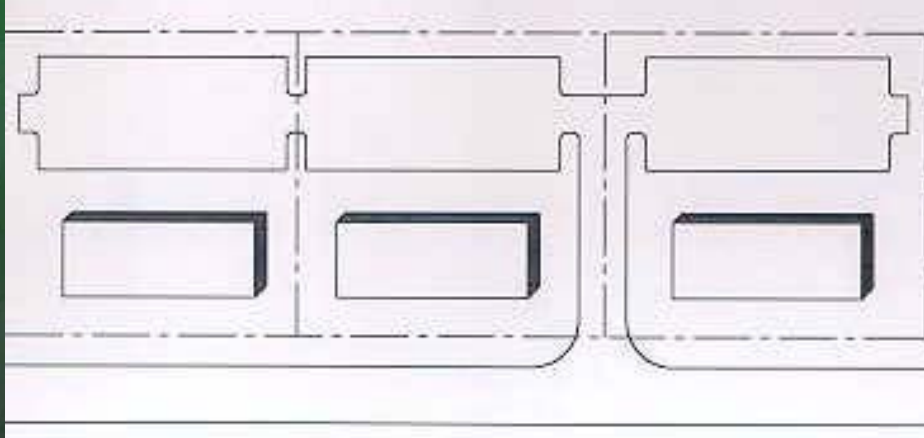
Minimize the number of driveways.



Policy Guideline #3

Access Management

Minimize the number of driveways.



Policy Guideline #3

Access Management

Require connectivity between existing and new developments with similar uses.



Policy Guideline #4

Vitality of Existing Highway Corridors

Maintain the vitality and use of an existing highway for local trips after a new parallel highway is constructed to alleviate congestion.

Policy Guideline #4

Vitality of Existing Highway Corridors

Provide adequate space between existing road and new parallel highway for development to occur on both sides of the original roadway.

Existing



Proposed



Policy Guideline #4

Vitality of Existing Highway Corridors

Invest in streetscape and pedestrian amenities along existing roadway to convert it into a vibrant street after new, parallel highway is constructed.



Policy Guideline #5

Redevelopment

Encourage redevelopment in the inner city and urban core to reduce pressure for greenfield development, which is likely to occur along the highway and attract local trips to it.

Policy Guideline #5

Redevelopment

Use brownfield redevelopment incentives to promote growth in the urban core.



Before



After

Policy Guideline #5

Redevelopment

Reward communities that balance jobs and housing, which reduces the number of workers commuting long distances on highways.

Policy Guideline #6

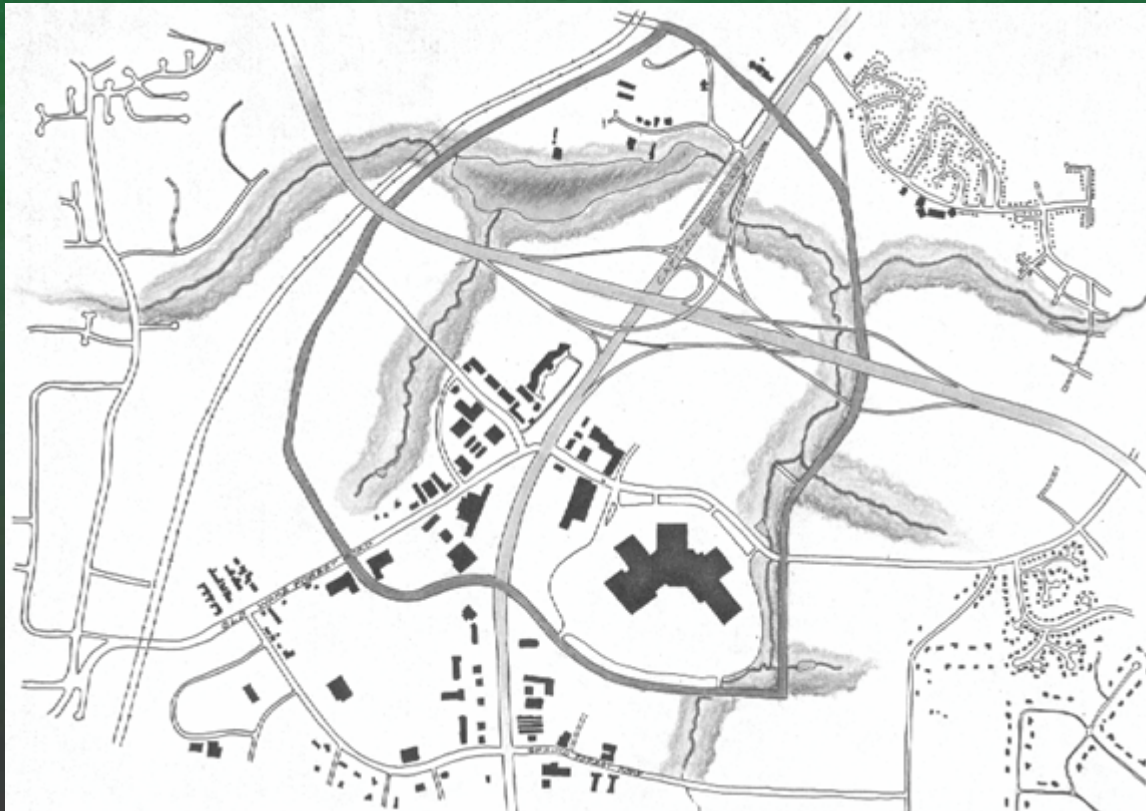
Managing Development

Manage development around highways and highway interchanges that are located in relatively undeveloped areas in order to minimize negative effects of highway-oriented development.

Policy Guideline #6

Managing Development

Prepare small area plans prior to new highway construction.



Policy Guideline #6

Managing Development

Prepare small area plans prior to new highway construction.



Policy Guideline #6

Managing Development

Preserve land around interchanges.

- Establish an additional layer of regulations for the corridor and interchange areas.
- Purchase land within a specified distance of access points; for example, through easements.

Policy Guideline #6

Managing Development

Provide incentives to stimulate development in target areas and achieve desired design and intensity.

Create intergovernmental agreements between local governments and NCDOT.



•Source: www.asla.org/lamag/lam03/may/feature3.html

Policy Guideline #7

Growth Management

Encourage growth management initiatives that would manage the rate and direction of growth community-wide.

Policy Guideline #7

Growth Management

Encourage growth management.

- Restrict extension of services in areas not targeted for growth.
- Conduct planning studies that guide growth and set forth management policies.

Policy Guideline #7

Growth Management

Encourage growth management (continued).

- Adopt adequate public facility ordinances to connect transportation infrastructure and rate of growth.
- Create a program for protecting corridor mobility, incorporating an educational component that addresses land use policies.

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US 74 NEAR WAYNESVILLE

The Strategic Highway Corridors (SHC) initiative represents a timely effort to preserve and maximize the mobility and connectivity on a core set of highway corridors, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods. The initiative offers NCDOT and its stakeholders an opportunity to consider a long-term vision when making land use decisions and design and operational decisions on the highway system.

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Questions?

